



South Coast Air Quality Management District

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LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE ADVISORY GROUP FRIDAY, OCTOBER 8, 2010 MEETING MINUTES

MEMBERS PRESENT:

Dennis Yates, AQMD Governing Board Member, LGSBA Chairman
Greg Adams, L.A. County Sanitation District
Felipe Aguirre, Vice Mayor, City of Maywood
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California/All Metals
Todd Campbell, Clean Energy
Sergio Carrillo, South Bay Yellow Cab and United Checker Cab
Daniel Cunningham, Metal Finishing Association of Southern California
Jacob Haik, Office of School Board Member Richard Vladovic
Maria Elena Kennedy, Kennedy Communications
Angelo Logan, East Yard Communities for Environmental Justice
Rita Loof, RadTech International
Mary Ann Lutz, City of Monrovia
Steve Mugg, South Orange County Representative, City of Mission Viejo

MEMBERS ABSENT:

Ronald Loveridge, AQMD Governing Board Member, LGSBA Vice Chairman
Luis Ayala, City of Alhambra
Lucy Dunn, Orange County Business Council
Samuel Garrison, Los Angeles Area Chamber of Commerce
Kelly Moulton, Paralegal

OTHERS PRESENT:

Earl Elrod, Board Member Assistant (*Yates*)
Jessica Duboff, Los Angeles Area Chamber of Commerce
Kris Flaig, City of Los Angeles
Vlad Kogan, OCSD
Nicole Nishimura, Board Member Assistant (*Lyou*)

AQMD STAFF:

Philip Crabbe, Community Relations Manager
Ruby Fernandez, Deputy District Counsel
Anupom Ganguli, Asst. Deputy Executive Officer/Public Advisor
Fred Minassian, Technology Implementation Manager
Matt Miyasato, Asst. Deputy Executive Officer
Nicole Soto, Secretary
Patti Whiting, Staff Specialist

Agenda Item #1 - Call to Order/Opening Remarks

Chair Dennis Yates called the meeting to order at 11:01 a.m.

Agenda Item #2 – Approval of September 17, 2010 Meeting Minutes/Review of Follow-Up/Action Items

Chair Yates called for approval of the meeting minutes.

The September 17, 2010 meeting minutes were approved.

Action Item: Agendize Clean Air Action Plan presentation by Mr. Peter Greenwald.

Completed – Placed on November meeting Agenda.

Agenda Item #3 –Reg. XXX – Title V Permits Reg. XVII – Prevention of Significant Deterioration

Ms. Jill Whynot gave a presentation on Regulation XXX – Title V Permits and Regulation XVII – Prevention of Significant Deterioration.

Mr. Jacob Haik asked what a mass basis is. Ms. Whynot replied mass basis is based on pounds without the global warming potential applied.

Mr. Geoffrey Blake noted that the Environmental Protection Agency (EPA) Administrator Lisa Jackson, said that in the third quarter of 2011, Phase II would kick in and trap between 5.5 to 6.5 million companies in Title V.

Ms. Rita Loof asked which division of the EPA is developing the Best Available Control Technology (BACT) guidelines for greenhouse gases (GHGs). Ms. Whynot responded there is a sub group of the Clean Air Act Advisory Committee working on BACT for GHGs.

Mr. Greg Adams asked if any sections of the regulations are inoperative due to SB 288. Ms. Whynot replied that SB 288 does not apply to this rule since the bill does not allow relaxation of New Source Review programs and GHGs were never included in the rules.

Mr. Vlad Kogan of Orange County Sanitation District (OCSD) said OCSD has hundreds of permits and asked what they have do for the January 2, 2011 Title V deadline. Ms. Whynot replied that EPA has told staff they would have to include GHG requirements, if any, in any permit that is open now. Mr. Kogan asked about Title V permit renewals. Ms. Whynot replied that the permits would have to be updated during renewal, but there are no requirements for stationary sources unless you go through the Prevention of Significant Deterioration (PSD) program.

Mr. Haik asked if the new rules apply for pending Title V permit applications. Ms. Whynot replied if the permit is pending and will not be issued before the January 2, 2011 deadline, the new requirements would have to be included.

Mr. Adams asked if GHGs are only an issue once a facility hits Phase II. Ms. Whynot replied that if a facility is in Phase I for some other pollutant for Title V, then you have to bring in any

applicable GHG requirements between January and July 2011, but there are not any unless PSD has been triggered.

Agenda Item #4 – Efforts to Expand Electric Vehicle Charging Infrastructure in the SCAQMD

Mr. Matt Miyasato discussed efforts to expand the electric vehicle charging infrastructure in the SCAQMD.

Mr. Todd Campbell asked what it means for charging stations to be usable. Mr. Miyasato replied they are stations that work and are able to charge vehicles.

Mr. Paul Avila asked what will happen with the first generation of electric vehicles. Mr. Miyasato replied that the first generation electric vehicles had charging infrastructure that was compatible with whatever was available at the time, and that it will need to adopt the new charging standards. He added that staff will try to keep the old charging technology available for the older vehicles.

Ms. Maria Elena Kennedy asked about efforts to inform people of the available charging stations. Mr. Miyasato stated that residential charging is key for electric vehicles, and public charging will also be available for those persons interested in buying an electric vehicle.

Mr. Adams asked about the pricing for the Chevrolet Volt. Mr. Miyasato replied that he believes it will have a cost in the low \$40,000s, and there is a \$7,500 federal tax credit. He added that the first generation of the Volt will not have high occupancy vehicle lane nor be eligible for a California clean vehicle rebate.

Mr. Angelo Logan asked if the infrastructure efforts also address the electric drayage truck. Mr. Miyasato replied that for these types of fleet applications, staff would encourage that charging infrastructure be purchased with the vehicles, to be located at the fleet depot. He added that it is not likely that there will be charging infrastructure solely for large vehicles or fleet applications available publicly. Mr. Miyasato also added that many of the medium duty vehicles would use the same Electric Vehicle Supply Equipment (EVSE) as the light duty vehicles, potentially allowing them to use the same infrastructure.

Mr. Adams asked if there are utility service charges for the in-home charging station. Mr. Miyasato replied that a separate meter would be required and a utility rebate may apply. Mr. Adams asked if users would be prohibited from charging the vehicle at 6:00 pm on a hot summer day. Mr. Miyasato replied that the issue is being discussed among the various agencies. Dr. Ganguli added that there are two rates that are offered by most utility companies based on the time of charge, but you have to sign up for it. Furthermore, for Edison customers they currently will install a meter for free.

Ms. Kennedy asked if there is a minimum mileage requirement to qualify for tax breaks. Mr. Miyasato replied that incentives are based on the model of the vehicle.

Mr. Logan asked if full charging time for a vehicle takes six hours. Mr. Miyasato clarified that takes six to eight hours. Mr. Logan asked if the EVSE is a converter or interface. Mr. Miyasato said it depends on the sophistication of the charger and that some EVSE manufacturers are putting in modem services so they can charge rates for it. He added that some are simple relays that will cut off charging if it gets too hot.

Mr. Steve Mugg asked if the Level 2 charge will require an additional line, in reference to the cable that runs from the transformer to the residence to carry additional voltage. Mr. Miyasato replied that it would depend on the utility and how the structure is situated from the transformer to the residence. Mr. Blake commented that most of the wiring running to the residence is underground and 120V, which will not be sufficient, so another line will have to be run. Mr. Mugg asked if the cost is absorbed by the utility company or the customer. Mr. Miyasato replied that he did not know the answer to that question.

Mr. Avila asked if AQMD can agree on a standardized charging plug or adaptor. Mr. Miyasato said they have done that for the Level 2 EVSE but not for the fast charge adaptor.

Agenda Item #5 – Update on Ports Clean Truck Program and Other Goods Movement Incentives

Mr. Fred Minassian provided an update on the Ports Clean Truck Program and other goods movement incentives.

Mr. Daniel Cunningham asked about the 1,200 clean trucks delivered to the Ports and what percentage they are with respect to all trucks at the Ports. Mr. Minassian replied that the ports initially reported about 10,000 trucks but, because of the economy, the estimate is now 5,000 – 7,000 trucks.

Mr. Avila asked what happens with the secondary market for trucks that are retrofitted and whether people requesting retrofit grants and loans are large, small or independent companies. Mr. Minassian said everyone qualifies for the program, regardless of business size. He added that the criteria is to choose the dirtiest trucks on the road. Mr. Minassian stated that based on the numbers, over half the grants/loans awarded were to single owner operators. Mr. Minassian also replied that he does not know of a secondary market on retrofits. Mr. Avila asked what happens to the retrofitted truck if the owner wants to trade or dispose of it. Mr. Minassian replied that there is a five year contract for the grants, which requires the owner to submit annual reports, including reporting mileage, but after the five years, it is up to the owner as to what they do with the truck.

Mr. Logan referred to the shift of funds from drayage trucks grants to other truck grants, and asked if there is a need to have grant funds available for those who want to go above and beyond state regulations. Mr. Minassian stated that there are two issues; one is regulation and another is Proposition 1B. He added that under Proposition 1B when you fund a Drayage truck, it must make 150 visits to the ports or railyards per year. He further added that drayage truck regulations don't require 150 visits, so if you go to the ports or railyards once, you are considered a drayage truck. Mr. Minassian commented that funding is currently complete but second year funding will be discussed for other trucks. Mr. Logan commented that one of the concerns for owners who will need a new drayage truck is that money will not be available for them. Mr. Minassian replied that it depends on the Air Resources Board (ARB) regulation and their allocation of funds. He added that the District can only implement grants based on how they are offered. Mr. Minassian added that for the first year no further funds are available.

Mr. Minassian stated that drayage truck funding was approved for \$7.5 million from the EPA and Department of Energy (DOE), of which they used \$4.5 million from EPA and close to \$2 million from DOE. He added that the money left was used to solicit for Liquefied Natural Gas (LNG) trucks only. He added that before the end of the year all related contracts will be

executed, including that for the LNG trucks. Mr. Campbell commented that this is critical because the Federal tax credit deadline is the end of this year.

Mr. Avila asked if the California Highway Patrol (CHP) pulls over a smoking truck, do they work with AQMD with regard to that smoking truck. Mr. Minassian replied that the District has had a smoking truck program for years, 1-800-CUT-SMOG. It is a volunteer program and they cannot force anyone to participate as it is for outreach and solicitation.

Agenda Item #6 – Monthly Report on Small Business Assistance Activities

No comments.

Agenda Item #7 – Update on Climate Change Activities (Written Report)

Ms. Jill Whynot provided a written report on climate change activities.

Agenda Item #8 - Other Business

Mr. Campbell requested a presentation from Mr. Peter Greenwald, Sr. Policy Advisor, on an update of the San Pedro Bay Ports Clean Air Action Plan.

Action Item: Agendize Clean Air Action Plan presentation by Mr. Peter Greenwald.

Agenda Item #9 - Public Comment

No comments.

Agenda Item #10 - Adjournment

The meeting adjourned at 12:23 p.m.